

Federal Railroad Administration, DOT

§ 230.2

CABS, WARNING SIGNALS, SANDERS AND LIGHTS

- 230.80 Cabs.
- 230.81 Cab aprons.
- 230.82 Fire doors.
- 230.83 Cylinder cocks.
- 230.84 Sanders.
- 230.85 Audible warning device.
- 230.86 Required illumination.
- 230.87 Cab lights.

THROTTLES AND REVERSING GEAR

- 230.88 Throttles.
- 230.89 Reverse gear.

DRAW GEAR AND DRAFT SYSTEMS

- 230.90 Draw gear between locomotive and tender.
- 230.91 Chafing irons.
- 230.92 Draw gear and draft systems.

DRIVING GEAR

- 230.93 Pistons and piston rods.
- 230.94 Crossheads.
- 230.95 Guides.
- 230.96 Main, side, and valve motion rods.
- 230.97 Crank pins.

RUNNING GEAR

- 230.98 Driving, trailing, and engine truck axles.
- 230.99 Tender truck axles.
- 230.100 Defects in tender truck axles and journals.
- 230.101 Steam locomotive driving journal boxes.
- 230.102 Tender plain bearing journal boxes.
- 230.103 Tender roller bearing journal boxes.
- 230.104 Driving box shoes and wedges.
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TRUCKS, FRAMES AND EQUALIZING SYSTEM

- 230.106 Steam locomotive frame.
- 230.107 Tender frame and body.
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WHEELS AND TIRES

- 230.112 Wheels and tires.
- 230.113 Wheels and tire defects.
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STEAM LOCOMOTIVE TANKS

- 230.115 Feed water tanks.
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APPENDIX A TO PART 230—INSPECTION REQUIREMENTS

APPENDIX B TO PART 230—DIAGRAMS AND DRAWINGS

APPENDIX C TO PART 230—FRA INSPECTION FORMS

APPENDIX D TO PART 230—CIVIL PENALTY SCHEDULE

AUTHORITY: 49 U.S.C. 20103, 20107, 20702; 28 U.S.C. 2461, note; and 49 CFR 1.49.

SOURCE: 64 FR 62865, Nov. 17, 1999, unless otherwise noted.

Subpart A—General

§ 230.1 Purpose and scope.

This part prescribes minimum Federal safety standards for all steam-propelled locomotives operated on railroads to which this part applies. This part does not restrict a railroad from adopting and enforcing additional or more stringent requirements not inconsistent with this part.

§ 230.2 Applicability.

(a) Except as provided in paragraph (b) of this section, this part applies to all railroads that operate steam locomotives.

(b) This part does not apply to:

(1) A railroad with track gage of less than 24 inches;

(2) A railroad that operates exclusively freight trains and does so only on track inside an installation that is not part of the general system of transportation;

(3) Rapid transit operations in an urban area that are not connected to the general system of transportation; or

(4) A railroad that operates passenger trains and does so only on track inside an installation that is insular, i.e., its operations are limited to a separate enclave in such a way that there is no reasonable expectation that the safety of the public—except a business guest, a licensee of the railroad or an affiliated entity, or a trespasser—would be affected by the operation. An operation will not be considered insular if one or more of the following exists on its line:

(i) A public highway-rail crossing that is in use;

(ii) An at-grade rail crossing that is in use;

(iii) A bridge over a public road or waters used for commercial navigation; or

(iv) A common corridor with another railroad, i.e., its operations are conducted within 30 feet of those of any other railroad.